

Punchettes

Political Chaos

Who doubts for a moment that there is at this time more or less political chaos in this country?

The political chaos of this country is approaching the political confusion in other parts of the world.

We haven't political parties today as they were understood at one time in the history of this country. We have what might be called political organizations, carrying the names of ancient political parties.

In other words, the political parties have a name to live but they are dead.

The reason they are in this condition is because they have abandoned great fundamental principles of government, and doctrines of the Constitution. They abandoned them hoping that they might surrender principles for policies.

You can't build a great party on a policy; it must be built on a principle.

If the parties of this country are to be revived and invigorated you must inject into their backbone the



Dr. M. A. Matthews

Men tell you that the reason for the chaotic political situation of today is the primary election law. They say that the direct primary has destroyed party organization and responsibility. They want the primary law repealed. The primary law will not be repealed. It ought to be amended and in the following particulars:

FIRST: Amend the law by creating the right to hold a P. R. primary party convention. If the party would meet in a pre-primary convention and nominate a ticket

this would not prevent any individual or group of individuals from being the nominees of the direct primary law and thus their declaration of candidacy for office.

It would have the effect, however, of making the individual stand alone on his merits, and independent of party support.

SECOND: Amend the law by creating the right to hold a caucus. When this is done the candidates will then be able to have the support, endorsement, and assistance of the party.

In that way you would crystallize the party, restore its organization, responsibility, and accountability, and at the same time you would preserve to the individual the right to file independently under the primary law.

THIRD: You ought to amend the primary law and raise the qualifications for office. Men who are not qualified for the position have no right to be elected. If you want to save representative government raise the standard of office holders.

FINISHING WHAT JACKSON BEGAN 105 YEARS AGO

Most Historic Highway to Connect Great Lakes Region With Central South.

(By Littell McClung)

If the spirits of those who have passed on find any interest and satisfaction in earthly progress and accomplishment, then the soul of General Andrew Jackson, "Old Hickory," must glow in pride of fulfillment—after long waiting—on looking down upon the new visible line of communication between Chicago and New Orleans. Nearing completion is the Jackson Highway, a road-building project begun by General Jackson more than a century ago.

It seems strange—among a people boasting rapid development—that a helpful, needed highway from the Great Lakes to the Gulf region, the southern reaches of which were started in 1861, should not be finished in 1922. But such is a fact. Yet all along the 1,100-mile route interest has been stimulated and work has progressed to a point from which completion within the coming year is an easy possibility. Bearing the name of the patriot who projected it, and leading to and through the scenes of his efforts to develop virgin territory and his vigorous and victorious exploits—first against the Indians and later against a foreign foe—it will be the most historic, and, mayhap, the most useful highway in America.

The real beginning of the Jackson Highway took place in 1805 by means of a treaty between the United States and the Cherokee Indians. In those days of unsurveyed forests and dense undergrowth, traffic necessarily was carried on the rivers; the streams were the lines of communication for the delivery of supplies from established white settlements to the more precarious abodes of the pioneers who had pushed farther south and southwest through the forests. The great Tennessee River on the north and the smaller Tombigbee in Mississippi and Alabama to the southwest were two such streams. And the Indian treaty of 1805 resulted in blazing a trail from the Harpeth River, near Nashville, Tennessee, straight across the Tennessee River and Valley and on to the Tombigbee River at Columbus, Mississippi. This direct from river-to-river route, through vast hardwood forests and down almost into the long leaf yellow pine region, was opened in 1808. Along it went supplies and troops for the Indian wars in lower Alabama and Northern Florida. Several years later General Jackson was pushing westward from Florida to meet the British at Mobile and New Orleans. The trail then proved invaluable because ammunition and equipment were carried to him down the Tombigbee River from Columbus, Mississippi.

Although known in history as an intrepid fighter, General Jackson, at heart and in fact, was a constructionist, a developer. Roads, bridges, homes—he wanted to see them built through the wilderness, and he helped to build them. And when he returned from the Battle of New Orleans to his native Tennessee he asked the War Department to construct a permanent road over the Indian Wars trail and to project it to within reach of New Orleans.

So in 1816 Congress appropriated \$10,000 to start the work. It was "Old Hickory's" belief that soldiers, when not engaged in fighting, should be employed in useful work. And so this road-building was done largely by troops. It began in 1817 and was complete in 1820. It was necessarily, a crude, although direct, road from Madisonville, Louisiana on Lake Pontchartrain north of New Orleans, to Columbia, Tennessee. (A Road already had been established between

Columbia and Nashville.) This interesting short account of the work was given in the Louisiana Advertiser in 1824.

"There were on an average 300 men continuously employed on the work, including sawyers, carpenters, blacksmiths, and so on, who were amply furnished with oxen, traveling forges and all tools and implements necessary to its perfect execution. Thirty-five neat and substantial bridges, each measuring from 60 to 200 feet, were erected, and 2,000 feet of causeway laid. On a calculation of the pay, provisions and clothing for the soldiery thus engaged, and making a moderate allowance for the deterioration and loss of public property, we find that the general government disbursed on this occasion \$300,000."

The era of early wars having ended and white settlements having gained an independent foothold in Alabama, Mississippi and Louisiana, but little record is kept of the subsequent value of this long-distance route. Later came the railways and the non-use of dirt thoroughfares for long journeys.

The Jackson Highway might have passed into history and even oblivion had it not been for Dr. James Milner, of Florence, Alabama. General Jackson had helped to lay out Florence, founded in 1818 contemporaneously with the building of the road, and which became the home of General John Coffee, who, as second in command, shared the glories of victory with "Old Hickory." Dr. Milner is somewhat of an historian and about 10 years ago he started a great Lakes and the Gulf Coast and taxi, from Nashville south, the original route so that it would be a permanent memorial to Jackson's services to his country. But while the sentiment of memorial aroused the first response in the Tennessee Valley, Dr. Milner's purpose was also practical and utilitarian. He felt that the Central South should be opened up and revealed to the Central West by direct line and that the old Jackson Road was the line. He believed that northern people should know and see something of the but little developed mineral resources of Tennessee and Northern Alabama and the solid, splendid agricultural possibilities of Mississippi and Louisiana. It was his contention also that such a highway, while bringing in new people and new capital, would be a chain to which counties all along could attach links, thus bringing permanent highway facilities to many isolated rural sections.

Other citizens of Florence took a hand and this interest spread through Alabama and Tennessee and then farther south into Mississippi and Louisiana and northward through Western Kentucky and into Indiana and Illinois. There was considerable controversy over the route, some maintaining it should deviate from the original direct survey so as to include more town and cities. But the originators of the project held to the plan of making it a memorial in fact as well as in name and bringing benefits to remote rural rather than to a few towns. Their arguments finally prevailed.

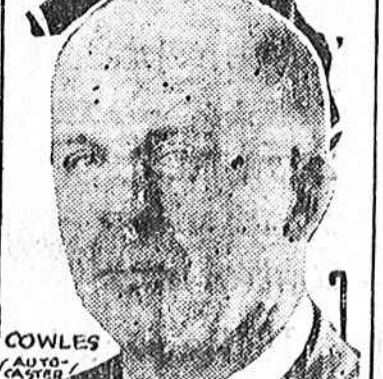
The northern section—that between Nashville and Chicago—is, of course, without historical significance so far as the name of Jackson is concerned. Not a great deal of work remains to be done either north or south of the Ohio River. Long ago the Tennessee River was bridged at Florence—just a short distance east of where General Jackson's horses once swam this turbulent stream. The Tombigbee is bridged at Columbus, Mississippi, and the Leaf River at Hattiesburg. The Pearl River, northeast of New Orleans, is a water barrier yet to be overcome.

One of the most important, and possibly the most interesting link in the entire route is now being hard-surfaced—that across the famed Muscle Shoals District. Here the highway crosses Florence bridge over the

Tennessee River. But there will also be a loop of several miles, going east from Florence and over the top of the to be completed Wilson Dam—at a somewhat dizzy height above the river bed. The driveway atop the dam and beside the giant power house on the south bank of the river will be about 40 feet wide.

Through Indiana, Kentucky, Tennessee, Alabama, Mississippi and Louisiana, the Jackson Highway will present an almost complete panorama of the life and agrarian activities and possibilities of America. Coming south and out of a section of the Corn Belt, the traveler will enter the blue grass pastures of Western Kentucky where the eye is charmed by inviting rural homes, deep meadowlands, purebred Hoorfords and Shorthorns, and blooded horses. Then—into the hill country of Western Tennessee, with its cotton and corn, the split-bottom chair and the "kivered" wagon. Near Nashville he will see the wonderfully lovely "Hermitage," resting place of "Old Hickory." Thence to Columbia, old home of President Polk, and then through the rich phosphate fields around Mt. Pleasant, Tennessee. From here into Northern Alabama and the Muscle Shoals District where the past is revealed in remarkable contrast to the present—old homes and plantations in proximity to vast potential hydro-electric power and coming electro-chemical industries; the home and burial place of General Coffee almost under high-tension transmission lines; the Indian Mound at Florence, that was ancient before the time of Columbus, and just opposite

Men Who Will Run Grain Growers, Inc.



The complete reorganization of the U. S. Grain Growers, Inc., has been made. E. H. Cunningham of Cresco, Ia., secretary of the Iowa Farm Bureau, was elected president of the Board of Directors and chairman of the Executive Committee. J. F. Reed of St. Paul, president of Minnesota Farm Bureaus and R. A. Cowles of Bloomington, Ill., are the other members of the executive committee.

a great plant for the fixation of atmospheric nitrogen! The courthouse Florence mark the intersection of the Jackson Highway and the Lee Highway—a transcontinental route swinging into Northern Alabama from Virginia and Eastern Tennessee and going westward along the north bank of the Tennessee River and on to the Pacific Coast.

At Russellville, just south of the Tennessee River, the visitor will pass through the richest brown hematite ore region in the South. Through Central Mississippi he will see the Old South merging into the New—large cotton plantations turning in marked measure to diversified farming; alfalfa and lespedeza pastures supporting dairy cows, beef cattle and hogs.

The Jackson Highway passes through the territory over which Union and Confederate soldiers battled during the four years of the war between the states. Forces of Grant and Sherman, Albert Sidney Johnson and Beauregard clashed repeatedly throughout Kentucky and Tennessee. Scenes of historic battles dot the highway. On the last lap of the journey the tourist or home-seeker will pass through the wonderful long leaf yellow pine region of the Gulf Coast—great trees straight as arrows in deep open forests into which one can look for considerable distances. Here the atmosphere is laden with lung-clearing, health-giving ozone from numberless evergreen needles of the forest; here, as in Jackson's time, the winds play in strange, perpetual symphonies through the pines.—The Dearborn Independent.

FLUSHING EWES INCREASES LAMB YIELD, TESTS REVEAL

In six years' work, the United States Department of Agriculture has found that by extra feeding (commonly called "flushing") at breeding at breeding time, its Southdown ewes yielded 198 more lambs per 1,000 ewes than Southdown ewes otherwise given the same care and kept under the same conditions.

Good blue grass, mixed timothy and clover, or soy-bean pasture if available, furnish the most satisfactory and economical means of flushing; but if a drought has prevented good pasture, a supplementary grain ration has been found to give approximately as good results in increasing the number of lambs as the extra good pasture. A ration of oats alone, or equal parts by measure of corn, oats, and barn in the amount of about one-half to three-fourths pound per ewe per day, is a good one to use.

Flushing increases the size of the lamb crop in two ways—it puts the ewes in better condition to make sure of their getting in lamb and it increases the proportion of twin lambs. Sheep breeders are constantly striving to increase the proportion of lambs born to the number of ewes in their flocks, but they have in most cases paid little attention to the condition of the ewes at breeding time. A little extra care and attention just as the breeding season opens will bring results next spring.

Demonstrations were carried on by county extension agents in 1921 on 250,000 farms with a variety of crops and animals. In connection with these demonstrations, according to reports to the United States Department of Agriculture, 75,000 field meetings were held, with an attendance of 1,000,000.

CHARGES AGAINST DAUGHERTY POSTPONED

Washington, Sept. 19.—The hearing of the Keller impeachment charges against Attorney General Daugherty was postponed today by the house judiciary committee, until December. The motion to postpone was adopted by a strict party vote, with only three Democratic members opposing its adoption.

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